**AMENDMENTS TO THE SPECIFICATION**

Paragraph [0072] is replaced with the following amended paragraph.

[0072] (2) -6 -2 clutch urging mechanism 61

Three the clutch springs 92 are positioned at 120° intervals about the circumference on the upper face of the torque member 90. The clutch springs 92 impart spring force in the vertical direction relative to the clutch member 70. Each of the clutch springs 92 comprises an arm 92a coplanar with the upper face of the torque member 90 and extending in the circumferential direction, and a pushing projection 92b projecting up from the upper face of the torque member 90 at the distal end of the arm 92a. The clutch springs 92 are of cantilever design, with one end thereof inclinable within a notch 92c in the upper face of the torque member 90, thereby urging the clutch member 70 upwardly.

Paragraph [0076] is replaced with the following amended paragraph.

[0076] The first clutch teeth 75 are formed all the way around the inside rim of the side wall 73 of the clutch member 70. The first clutch teeth 75 comprise a right-angled ~~the~~ interlocking face 75a extending in the radial direction and a sloping face 75b inclined a predetermined angle with respect to the interlocking face 75a; the teeth are substantially right triangular in shape when viewed in cross section.

Paragraph [0077] is replaced with the following amended paragraph.

[0077] On the outside rim of the torque member 90 there are provided clutch arms 93 for interlocking with interlocking faces 75a. The clutch arms 93 are positioned at 120° intervals

about the circumference on the upper outside rim of the torque member 90. Each of the clutch arm 93 comprises an arm 93a extending along the circumferential direction, and a interlocking end 93b provided at the distal end of the arm 93a. The interlocking end 93b is formed by a surface in the radial direction so as to interlock with ~~a~~ an interlocking face 75a. The interlocking face 75a is thicker than the interlocking end 93b so as to normally maintain the interlocked state regardless of whether positioned above (Fig. 18(A)) or below (Fig. 18(B)) the torque member 90 of the clutch member 70.

Paragraph [0078] is replaced with the following amended paragraph.

[0078] As shown in Figs. ~~81~~ 18 (A) and (B), when the clutch member 70 is rotated in the clockwise direction, the interlocking end 93b interlocks with the interlocking face 75a, creating a torque transmission state in which the torque member 90 rotates in unison therewith in the clockwise direction. This torque transmission state is maintained regardless of whether the handle 45 is in the handling position of Fig. 18(A) or the handling position of Fig. 18(B), since in either state the interlocking face 75a of the clutch member 70 is in abutment with the interlocking end 93b.

Paragraph [0081] is replaced with the following amended paragraph.

[0081] The second clutch teeth 76 are formed all the way around the bottom outside rim of the upper wall 72 of the clutch member 70. Each the second clutch teeth 76 comprises a substantially vertical ~~the~~ interlocking face 76a and a sloping face 76b inclined by a predetermined angle with respect to the interlocking face 76a, to produce a substantially right triangular cross section.

Paragraph [0082] is replaced with the following amended paragraph.

[0082] On the upper face of the torque member 90 are formed second clutch interlocking portions 94 for interlocking with the second clutch teeth 76. The second clutch interlocking portions 94 are positioned at 120' intervals ab ut the circumference in the upper portion of the torque member 90. Each of the second clutch interlocking portion 94 comprises a vertical interlocking face 94a interlocking with a interlocking face 76a, and a sloping face 94b abutting, a sloping face 76b.

Paragraph [0083] is replaced with the following amended paragraph.

[0083] Fig. 20 illustrates operation of the second clutch unit 65. As shown in Fig. 20(A), when the clutch member 70 is positioned upwardly by the spring force of the clutch spring 92 of the clutch mechanism 60, the interlocking faces 76a of the clutch member 70 are not interlocked with the interlocking faces 94a of the second clutch interlocking portions 94. Therefore the torque member 90 does not rotate even if the clutch member 70 is rotated.

Paragraph [0084] is replaced with the following amended paragraph.

[0084] As shown in Fig. 20(B), when the clutch member 70 is positioned downwardly in opposition to the spring force of the clutch spring 92 of, the clutch mechanism 60, the interlocking faces 76a of the clutch member 70 interlock with the interlocking faces 94a of the second clutch interlocking portions 94. Turning the clutch member 70 ~~is~~ in the counterclockwise direction (opening direction) causes the torque member 90 to rotate in unison therewith in the same direction. In this way, the second clutch teeth 76 and second clutch interlocking portions 94

constitute a one-way clutch mechanism that transmits rotational torque only when the torque member 90 is in the down position, while not transmitting rotational torque in the clockwise direction.

Paragraph [0090] is replaced with the following amended paragraph.

[0090] An inner annular portion 9le of hollow cylindrical configuration is formed in the bottom of the upper disk 91a of the torque member 90, and three ~~the~~ resilient torque pieces 95 are formed at 120° intervals about the circumference on the outside edge of the inner annular portion 91e. As shown in Fig. 25, the resilient torque pieces 95 take the form of arched cantilever pieces having their support points at the supporting terminal portions 95a, and having the torque piece interlocking portions 96 projecting from their outside edges, with the spaces 95c to the inside of the torque piece interlocking portions 96. Each ~~the~~ torque piece interlocking portion 96 has a first interlocking face 96a formed on a first face thereof and a second interlocking face 96b formed on a second face. First interlocking face 96a is configured so as to come into abutment at a vertical face thereof with a first interlocking face 25a of the body interlocking portion 25 with clockwise rotation of the torque member 90; when pushed in the radial direction from the center by a body interlocking portion 25 the torque piece interlocking portions 96 undergoes resilient deformation so as to the constrict space 95c, as shown in Fig. 26.

Paragraph [0093] is replaced with the following amended paragraph.

[0093] (2) -8 Tether mechanism 100

Fig. 29 is a sectional view of the area around the tether mechanism 100, Fig. 30 is a plan view of the tether mechanism 100, and Fig. 31 is a perspective view illustrating the tether mechanism 100. The tether mechanism 100 is designed to prevent the fuel cap 10 from falling off or becoming lost during fueling, and comprises a tether rotation support 101, a connector member 110, and a support end 120. As shown in Fig. 29, the tether rotation support 101 is rotatably supported on one end of a support wall 99 of the torque member 90. Specifically, the tether rotation support 101 has an annular configuration extending 0 the way around the support wall 99 and has an open square cross section defined by an outer the annular outer wall 102, the floor 103 and an annular ~~the~~ inner wall 104, with an annular recess 101a therebetween. The outer ~~the~~ annular outer wall 102 is taller than the annular ~~the~~ inner wall 104. The interlocking projections 102a project from the inside face of the annular outer wall 102. As shown in Fig. 30, the interlocking projections 102a are situated at six locations equal distances apart along the circumference, and when the interlocking claws 99a of the support wall 99 are snapped into the annular recess 101a these interlock with the interlocking projections 102a as shown in Fig. 29 so that the tether rotation support 101 is rotatably supported on the torque member 90.